AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT	1. CONTRACT ID CODE	PAGE OF PAGES 1 ¦ 11

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. *(If applicable)*
0001	**December 2, 1999**	**SC0600-99-0112/0113/0114**	

6. ISSUED BY CODE SCO600	7. ADMINISTERED BY (*If other than Item 6*) CODE SCO600
ATTN EMMA J SMITH DESC BZC RM 2954 **DEFENSE ENERGY SUPPORT CENTER** **8725 JOHN J KINGMAN RD SUITE 4950** **FORT BELVOIR VA 22060-6222** **PHONE: (703) 767-9253/FAX: (703) 767-8747** **2.2A/2.2C/2.5A**	

8. NAME AND ADDRESS OF CONTRACTOR (*NO., street,city,county,State,and ZIP Code*)		9a. AMENDMENT OF SOLICITATION NO.
	X	**SP0600-00-R-0061**
		9b. DATED *(SEE ITEM 11)* **September 14, 1999**
		10a. MODIFICATION OF CONTRACT/ORDER NO.
		10b. DATED *(SEE ITEM 13)*

11. **THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

[ ] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers
[ ] is extended, [ ] is not extended

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning ____**1**___ copies of the amendment;(b) By acknowledging receipt of this amendment on each
Copy of the offer submitted; or(c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. **ACCOUNTING AND APPROPRIATION DATA** *(If required)*

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation date, etc.)* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER *(Specify type of modification and authority)*

E. **IMPORTANT:** Contractor [ ] is not, [ ] is required to sign this document and return _____ copies to the issuing office.

14. **DESCRIPTION OF AMENDMENT/MODIFICATION** *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

SEE ATTACHED

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (*Type or print*)		16A. NAME OF CONTRACTING OFFICER **EDITH P. DUHAINE**	
15B. NAME OF CONTRACTOR/OFFEROR BY _____ *(Signature of person authorized to sign)*	15C.DATE SIGNED	16B. UNITED STATES OF AMERICA BY _____ *(Signature of Contracting Officer)*	16C.DATE SIGNED

THIS AMENDMENT IS AVAILABLE ON DESC'S WEBSITE AT http:\\www.desc.dla.mil

1. **SOLICITATION PACKAGE, INDEX OF CLAUSES, Page 1**: Clause I1.07 REQUIRED CENTRAL CONTRACTOR REGISTRATION (MAR 1998) is added to the index and solicitation.

2. **ADDENDUM PACKAGE, INDEX OF CLAUSES, Page A-i**:

a. Clause C16.01 date is corrected to read "**OCT 1999."**

b. Clause C16.23 date is corrected to read **"OCT 1999."**

c. Clause C16.64-3 date is corrected to read **"NOV 1999."**

d. Clause E1 date is corrected to read "**OCT 1999**."

3. **ADDENDUM PACKAGE, CLAUSE B14.03 SUPPLIES TO BE FURNISHED (DOMESTIC BULK) IS REVISED AS FOLLOWS (NOTE: Schedule revisions are highlighted for those viewing via the web)**:

LINE ITEM	DODAAC	SPLC	LOCATION	ST
0017	FP6201	148349240	ANG BARNES APT	MA

QUANTITY 2,100,000 8A QUANTITY 0 SA QUANTITY **1,680,000**
**** END USER CAN BE SUPPLIED THROUGH TERMINAL LUDLOW JET LINES.**

MODE	RECEIPT%	FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED	

DLVY HRS: 0730-1630, TUE-FRI.

LINE ITEM	DODAAC	SPLC	LOCATION	ST
0035	N60087	119212290	NAS BRUNSWICK	ME

QUANTITY **11,000,000** 8A QUANTITY 0 SA QUANTITY 0
**** END USER CAN BE SUPPLIED THROUGH TERMINAL DFSP PORTLAND.**

MODE	RECEIPT%	FSII	SDA	CI
TRUCK	REQUIRED	REQUIRED	REQUIRED	

LINE ITEM	DODAAC	SPLC	LOCATION	ST
0106	FP4809	406630240	SEYMOUR-JOHNSON AFB	NC

QUANTITY 46,500,000 8A QUANTITY 0 SA QUANTITY **18,600,000**
**** END USER CAN BE SUPPLIED THROUGH TERMINAL AF PIPELINE INC.**

MODE	RECEIPT%	FSII	SDA	CI
PIPE	REQUIRED	REQUIRED	REQUIRED	

PL ORIGINATES AT DFSP AF PL.

TRUCK	REQUIRED	REQUIRED	REQUIRED	

LINE ITEM	DODAAC	SPLC	LOCATION	ST
0171	FP4661	678810240	DYESS AFB	TX

QUANTITY 40,500,000******* 8A QUANTITY 0 SA QUANTITY 36,450,000

MODE	RECEIPT%	FSII	SDA	CI
PIPE	REQUIRED	REQUIRED	REQUIRED	

MINIMUM PIPELINE PUMPING RATE IS 900 BPH.

TRUCK	**NONE**	**NONE**	**NONE**	

4. **SOLICITATION PACKAGE CLAUSE REVISION - Page 7**: Clause I1.07 REQUIRED CENTRAL CONTRACTOR REGISTRATION (MAR 1998) is hereby added to the solicitation (copy attached).

5. **ADDENDUM PACKAGE CLAUSE REVISIONS**:

a. **Page A-42**: Clause C16.01 TURBINE FUEL, AVIATION (JP4/JP5)(BULK)(DESC MAR 1999)is replaced with the attached C16.01 TURBINE FUEL, AVIATION (JP4/JP5)(BULK)(G150.03 ELECTRONIC SUBMISSION OF INVOICES FOR PAYMENT (DESC OCT 1999).

b. **Page A-46**: Clause C16.23 FUEL, NAVAL DISTILLATE (F76)(DESC AUG 1998) is replaced with the attached C16.23 FUEL, NAVAL DISTILLATE (F76)(DESC OCT 1999).

c. **Page A-47**: Clause C16.64-3 TURBINE FUEL, AVIATION (JP8)(DESC DEC 1998) is replaced with the attached C16.64-3 TURBINE FUEL, AVIATION (JP8)(DESC NOV 1999).

d. **Page A-51**: Clause E1 CONTRACTOR INSPECTION RESPONSIBILITIES (DESC DEC 1998)(REV): Change the date to "**(DESC OCT 1999)**." **Page A-57**: Replace Table III with the attached Table III.

e. **Page A-101**: Clause M24.01 EVALUATION OF OFFERS INVOLVING F.O.B. TANKER LOADING (JP4/JP5/JP8/F76/DFA/FS2/MOGAS) (DESC JUL 1999) is replaced with the attached M24.01.

I1.07 REQUIRED CENTRAL CONTRACTOR REGISTRATION (MAR 1998)

(a) **DEFINITIONS.** As used in this clause--

(1) **Central Contractor Registration (CCR) database** means the primary DoD repository for Contractor information required for the conduct of business with DoD.

(2) **Data Universal Numbering Systems (DUNS) number** means the 9-digit number assigned by Dun and Bradstreet Information Services to identify unique business entities.

(3) **Data Universal Numbering System + 4 (DUNS+4) number** means the DUNS number assigned by Dun and Bradstreet plus a 4-digit suffix that may be assigned at the discretion of the parent business concern for such purposes as identifying subunits or affiliates of the parent business concern.

(4) **Registered in the CCR database** means that all mandatory information, including the DUNS number or the DUNS+4 number, if applicable, and the corresponding Commercial and Government Entity (CAGE) code is in the CCR database; the DUNS number and the CAGE code have been validated; and all edits have been successfully completed.

(b) (1) By submission of an offer, the offeror acknowledges the requirement that a prospective awardee must be registered in the CCR database prior to award, during performance, and through final payment of any contract resulting from this solicitation, except for awards to foreign vendors for work to be performed outside the United States.

(2) The offeror shall provide its DUNS or, if applicable, its DUNS+4 number with its offer, which will be used by the Contracting Officer to verify that the offeror is registered in the CCR database.

(3) Lack of registration in the CCR database will make an offeror ineligible for award.

(4) DoD has established a goal of registering an applicant in the CCR database within 48 hours after receipt of a complete and accurate application via the Internet. However, registration of an applicant submitting an application through a method other than the Internet may take up to 30 days. Therefore, offerors that are not registered should consider applying for registration immediately upon receipt of this solicitation.

(c) The Contractor is responsible for the accuracy and completeness of the data within the CCR, and for any liability resulting from the Government's reliance on inaccurate or incomplete data. To remain registered in the CCR database after the initial registration, the Contractor is required to confirm on an annual basis that its information in the CCR database is accurate and complete.

(d) Offerors and contractors may obtain information on registration and annual confirmation requirements by calling **1-888-227-2423** or via the Internet at **http://ccr.edi.disa.mil**.

(DFARS 252.204-7004)

C16.01 TURBINE FUEL, AVIATION (JP4/JP5) (BULK) (DESC OCT 1999)

(a) Specification MIL-DTL-5624T, dated September 18, 1998, Turbine Fuel, Aviation, Grades JP4 and JP5, applies. The requirements of Table 1 in the specification are modified as follows:

(1) **FILTRATION TIME TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 4 minutes, 22 seconds, would be reported as 5 minutes.

(2) **MICRO-SEPAROMETER (MSEP) REQUIREMENTS.** Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces Fuel System Icing Inhibitor (FSII) and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(3) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a handblend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result on this handblend is a REPORT ONLY requirement and shall be recorded corresponding to item 750X, both on the Standardized Test Report Form (see Attachment _____) and on the DD Form 250-1. This result shall be recorded with an asterisk next to it, and with a footnote below, stating "MSEP result is a 'Report Only' requirement. Original result of _____ (fill in actual result) on product containing the following additives: _____ (fill in combination of additives)."

(4) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-5624T, an additional JFTOT test shall be performed with the temperature of the test being 275^{O}C (530^{O}F). Shipments will not be delayed pending results of this additional JFTOT test.

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275^{O}C (530^{O}F) in lieu of the normal 260^{O}C (500^{O}F). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260^{O}C (500^{O}F). If both tests are performed, the results of the test at 260^{O}C (500^{O}F) will be the basis for acceptance or rejection of the fuel.

(iii) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. If using the Standardized Test Report Form, the results obtained at 260^{O}C shall be reported as using series "B" for item numbers 601, 602, and 603. If another temperature is used, use series "A" to report the results and item 604A to report the test temperature.

(b) **ADDITIVES.**

(1) Additives are required for deliveries of JP4 and JP5, per MIL-DTL-5624T, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirement. FSII included in jet fuel shall conform to MIL-DTL-85470B dated June 15, 1999.

(2) The DD Form 250-1 for marine shipments shall cite the type, name, and amount (in milligrams per liter) of additives added to the fuels.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-18 dated February 27, 1998. Only the following CI/LI additives are approved for inclusion in fuel shipments to overseas NATO countries: Apollo PRI-19, Octel DCI-4A, HITEC 580, NALCO/EXXON 5403, Mobilad F800, IPC 4410, and IPC 4445.

(4) For JP4 containing hydrogen-treated blending stocks, the following applies: Where a finished fuel consists of a blend of hydrogen-treated and nonhydrogen-treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-5624T, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases the proportion of the blend that has been hydrogen treated shall be reported.

(5) Line injection of additives (FSII and corrosion inhibitor) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(ii) When FSII is required, additive concentration must be verified based on a representative shipment sample(s).

(iii) Conformance to specification requirements at the custody transfer point is required; however, prior to shipment, a laboratory handblend of jet fuel with all additives required by this contract shall be tested to verify compliance with the required specification (except for Reid Vapor Pressure (RVP) and MSEP). Using a separate representative sample, RVP analysis of JP4 shall be performed without the additives present due to the sensitivity of the test to sampling and handling. MSEP analysis shall be performed per Contractor's election in MIL-DTL-5624T, dated September 18, 1998.

(6) When the addition of Static Dissipator Additive (SDA) is required by the contract, the new formulation of STADIS 450 (active ingredient dinonlynapthylsufonic acid (DINNSA) shall be used.

(c) **APPLICABLE TO JP5 ONLY.**

(1) **FLASH POINT TESTING.** The referee procedure for performing flash point testing of JP5 jet fuel shall be the manual version of ASTM D 93 as opposed to the automated version of ASTM D 93.

C16.01 (CONT'D)

(2) For each tank of product lifted, a copy of the DD Form 250-1 or DD Form 250, whichever is applicable, shall be submitted. The laboratory analysis report conforming to the Standardized Test Report Form shall accompany the DD Form 250 or DD Form 250-1. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the addresses shown below:

ATTN: CODE 40
NAVY PETROLEUM OFFICE
8725 JOHN J. KINGMAN ROAD SUITE 3719
FORT BELVOIR VA 22060-6224

NAVAL AIR SYSTEMS COMMAND
FUELS AND LUBRICANTS DIVISION, AIR-4.4.5
ATTN: DOUGLAS F. MEARNS, BLDG 2360
22229 ELMER ROAD, UNIT 4
PATUXENT RIVER, MD 20670-1534

ATTN: DESC-BPE(LR) ROOM 2954
DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J. KINGMAN ROAD SUITE 4950
FORT BELVOIR VA 22060-6222

(d) **APPLICABLE TO JP4 ONLY.**

(1) With the exception of the fuel electrical conductivity test requirement, JP4 must meet the specification test requirements of MIL-DTL-5624T with all additives required by this contract included, except SDA. After verifying specification conformance, SDA, when required by this contract, shall be added proportionately to obtain a conductivity range of 150-600 picosiemens per meter. SDA will not be preblended with FSII, but may be injected simultaneously. The Contractor is not required to report or verify the conductivity level when SDA is injected while loading delivery conveyances due to the SDA equilibrium rate in JP4. The receiving activity will measure the conductivity and advise the Quality Representative to have the Contractor adjust the SDA injection quantity if necessary.

(2) SDA is required to be added to all JP4 shipped directly to an end user by tank truck, tank car, barge, or pipeline without passing through a terminal. SDA is not required in shipments to (through) a DESP.

(3) For each tank of product lifted, a copy of the DD Form 250-1 or DD Form 250, whichever is applicable, shall be submitted. The laboratory analysis report conforming to the Standardized Test Report Form shall accompany the DD Form 250 or DD Form 250-1. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the addresses shown below:

COMMANDER
SAN ANTONIO AIR LOGISTICS CENTER
ATTN: SA ALC/SFTH
1014 BILLY MITCHELL BLVD SUITE 1
BLDG 1621
KELLY AFB TX 78241-5603

ATTN: DESC-BPE(LR) ROOM 2954
DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J. KINGMAN ROAD SUITE 4950
FORT BELVOIR VA 22060-6222

(DESC 52.246-9FNK)

C16.23 FUEL, NAVAL DISTILLATE (F76) (DESC OCT 1999)

Military Specification MIL-F-16884J dated May 31, 1995, applies with the following modifications:

(a) **APPEARANCE REQUIREMENT.** Delete appearance requirement in footnote 1, table 1, in the specification and replace with the following: The appearance requirement is tested by ASTM D 4176, procedure 1. If the ASTM D 4176, procedure 1, result is anything other than **"clear and bright with no visible particulates"**, then the product must meet the requirements of ASTM D 2709, 0.05 percent volume, maximum. The fuel is acceptable for appearance if the water and sediment content is 0.05 percent volume or less. If the sample fails ASTM D 4176, procedure 1, because it contains visible sediment or particulate matter, but meets the requirements of 10 milligrams per liter, maximum, in accordance with ASTM D 5452, then the fuel is considered acceptable provided all other requirements are met.

(b) **ACID NUMBER REQUIREMENT**. Delete the acid number requirement in table 1 in the specification and replace with the following: Acid number, mg KOH/g, max., 0.30, ASTM D 974(R), ASTM D 664.

(c) **COLOR DETERMINATION**. ASTM D 6045-96 may be used as a substitute test method for ASTM D 1500.

(d) **AUTOMATED CLOUD POINT.** ASTMs D 5771-95, D 5772-95, and D 5773-95 may each be used as substitute test methods for ASTM D 2500-91.

(e) **STABILIZER ADDITIVE.** Line injection of stabilizer additive is permitted under the following conditions:

(1) A laboratory hand blend containing the additive F76 must be tested to verify compliance with all specification requirements.

(2) The additive must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the F76. The Contractor shall maintain records evidencing the homogenous blending of the line injected additive. Such methods may include meter or tank gauge readings taken at intervals to provide confidence in the injection process.

(f) **REPORTS.** Laboratory reports shall be in the Standard Report Format given in Attachment ____, Standardized Format for Use in the Preparation of Product Test Reports. Each laboratory report will represent the total quantity of product shipped from that shipping tank (quantity should match what would be reflected on the DD Form 250 or DD Form 250-1), not the volume at the time of sampling. Insure that test methods or test codes as defined in the Standard Report Format are specified on the report. Mail one copy of the DD Form 250 or DD Form 250-1 with a copy of the test report in the Standard Report Format to--

ATTN: DESC-BPE(LR), ROOM 2954
DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J. KINGMAN ROAD, SUITE 4950
FORT BELVOIR, VA 22060-6222

In addition, copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the address shown below:

CODE 03M3
COMMANDER
NAVY SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HIGHWAY
ARLINGTON, VA 22242-5160

ATTN: ***CODE PS***
COMMANDING OFFICER
NAVY PETROLEUM OFFICE
8725 JOHN J. KINGMAN ROAD, SUITE 3719
FORT BELVOIR, VA 22060-6224

(g) **RED DYE. (Does not apply to Atlantic/Europe/Mediterranean or Western Pacific Overseas Bulk purchase programs unless offering refinery is located in the United States or one of its possessions.)** Red dye required in off-highway diesel fuel in accordance with 40 CFR Part 80 as modified by the Environmental Protection Agency's interim final rule published in the Federal Register dated July 14, 1994, shall not be added to F76 supplied. The finished product shall show no visual evidence of red dye. This product is for military, off-highway use only and must be segregated at all times from any diesel fuel used on-highway.

(DESC 52.246-9FBE)

C16.64-3 TURBINE FUEL, AVIATION (JP8) (DESC NOV 1999)

Aviation Turbine Fuel shall conform to MIL-DTL-83133E, dated April 1, 1999, modified as follows:

(a) **REFINERIES IN ALASKA.** For fuels refined in Alaska and delivered to Alaska locations, the total acid number specification limit is relaxed to 0.020 mg KOH/g maximum.

(b) **ADDITIVES.** Additives are required for deliveries of JP8 per MIL-DTL-83133E, unless addition is excluded by specific solicitation line item, applicable contract clause, or other contractual requirements.

(1) Metal deactivator additive shall not be used in JP8 unless the supplier has obtained written consent from the Procuring Activity.

(2) For JP8 containing hydrogen treated blendstocks, the following applies: Where a finished fuel consists of a blend of hydrogen treated and nonhydrogen treated components, the requirement for mandatory addition of antioxidant (MIL-DTL-83133E, paragraph 3.3.1) applies only to the portion of the blend that has been hydrogen treated. In such cases, the proportion of the blend that has been hydrogen treated shall be reported.

(3) The CI/LI additive(s) used shall be of the type and concentration cited in QPL 25017-18 dated February 27, 1998.

(4) When required, Fuel System Icing Inhibitor (FSII) shall conform to MIL-DTL-85470B, dated June 15, 1999,at a concentration of 0.10 to 0.15 volume percent, unless otherwise stated in the Schedule.

(5) Static Dissipator Additive (SDA) is required to be added to all JP8 shipped directly to an end user without passing through a terminal. SDA is not permitted in shipments to/through a fuel terminal that supplies an end user unless authorized in the Schedule. When SDA is required by this contract, it shall be added proportionately to obtain a conductivity range of 150-450 picosiemens per meter. The new formulation of STADIS 450 (active ingredient dinonlynapthylsulfonic acid (DINNSA)) shall be used when SDA is required.

(6) Line injection of additives (FSII, corrosion inhibitor, and SDA) from shipping tank to delivery conveyance or other f.o.b. point is permitted under the following conditions:

(i) A laboratory hand blend containing the required additives and jet fuel must be tested to verify compliance with the required specification. (Micro-Separometer (MSEP) can be performed without SDA present.)

(ii) Additives must be proportionately injected throughout the entire loading process to ensure the additive is homogeneously blended into the jet fuel. The Contractor shall maintain records evidencing the homogeneous blending of all line injected additives. Such methods may include meter or tank gauge readings or test results taken at intervals to provide confidence in the injection process.

(iii) When FSII is line injected, additive concentration (refer to MIL-DTL-83133E specification for test methods permitted) must be verified based on a representative shipment sample(s).

(c) **TESTING.**

(1) **PARTICULATE CONTAMINATION (PC) TESTING AND FILTRATION TIME (FT) TESTING.**

(i) **PC/FT TESTING.** A minimum sample size of one gallon shall be filtered. Use of two membrane filters (a test membrane filter and a control membrane filter) is not required. Use of a single filter is acceptable.

(ii) **FT TESTING.** Round upwards when reporting the filtration time, in minutes. For example, a filtration time of 10 minutes, 18 seconds, would be reported as 11 minutes.

(2) **FUEL ELECTRICAL CONDUCTIVITY.** In those cases where SDA is line injected while loading delivery conveyances (e.g., trucks) and insufficient time is available for the fuel to reach equilibrium before departure of the conveyance, the Contractor is not required to report or verify the conductivity level. This does not relieve the Contractor of the requirement to inject SDA homogeneously and in sufficient quantity to obtain a conductivity level which the Contractor would anticipate to be between 150 and 450 picosiemens per meter once fuel is at equilibrium. The receiving activity will measure the conductivity and advise the Quality Representative to have the Contractor adjust the SDA injection quantity if necessary.

(3) **WATER SEPARATION INDEX MODIFIED (WSIM)/MSEP RATING LIMITS.**

(i) Refer to MIL-DTL-83133E.

(ii) Prior to initial production under this contract, the Contractor shall elect, on a one-time basis, which MSEP limit will be met for the balance of the contract. If the Contractor introduces FSII and/or CI after verification of product conformance with the MSEP requirement, the product is not required to meet a fixed limit on subsequent MSEP tests.

(iii) If the Contractor elects to verify conformance with the MSEP requirement on a sample of product that does not contain FSII and CI, an additional MSEP test shall be performed on a hand blend containing jet fuel, FSII, CI, and AO (AO only if required). The MSEP result of this hand blend is a REPORT ONLY requirement, and shall be recorded on the DD Form 250-1 and on the Standardized Report Form (see Attachment _____) as item 750X. This result shall be—recorded with an asterisk next to it and a footnote below stating "MSEP result is a report only requirement." Original result of _____ on product containing the following additives applies:

C16.64-3 (CONT'D)

(4) **THERMAL STABILITY.** The thermal stability test (JFTOT), ASTM D 3241-96A, shall be performed according to either Option A or B described below:

(i) **OPTION A.** In addition to the thermal stability testing requirements of MIL-DTL-83133E, an additional JFTOT shall be performed with the temperature of the test being 275^{O}C (530^{O}F) in lieu of the normal 260^{O}C (500^{O}F).

(ii) **OPTION B.** The thermal stability test shall be performed with the temperature of the test being 275^{O}C (530^{O}F). If the fuel fails the JFTOT at this temperature, a second test will be performed at 260^{O}C (500^{O}F). If both tests are performed, the results of the test at 260^{O}C (500^{O}F) will be the basis for acceptance or rejection of the fuel.

(5) **EXISTENT GUM.** The existent gum test (ASTM D 381-94E1) may be performed using air as the vaporizing medium in lieu of steam.

(d) **REPORTS.**

(1) Copies of the applicable DD Form 250 or DD Form 250-1 shall be submitted with a laboratory analysis report in Standardized Test Report Format for each tank of product lifted. This documentation shall be submitted to the address identified in the MATERIAL INSPECTION AND RECEIVING REPORT clause and the address shown below:

COMMANDER
SAN ANTONIO AIR LOGISTICS COMMAND
ATTN: SFTH
1014 BILLY MITCHELL BLVD, SUITE 1, BLDG 1621
KELLY AFB, TX 78241-5603

(2) Regardless of which option is chosen (Option A or B above), the test temperature and the results of the JFTOT shall be recorded on the DD Form 250-1 and on the Standardized Test Report Form. If using the Standardized Test Report Form, the results obtained at 260^{O}C shall be reported using series "B" for item numbers 601, 602, and 603. The results obtained at 275^{O}C shall be reported using series "C" for item numbers 601, 602, and 603. A separate report form is not required for the 275^{O}C test result.

(3) The DD Form 250-1 for marine shipments shall cite the type, name and amount of additives added to the fuel.

(DESC 52.246-9FNW)

E1 (CONT'D)

TABLE III

DEFINITIONS OF TEST SERIES

I. TYPE A: Includes all specification quality conformance tests plus any additional contractual requirements.

II. TYPE B & C: As shown in the table below for each product. Properties and test methods will be in accordance with the product specification for each grade identified in the solicitation/contract.

	AVGAS		TURBINE FUELS		MOGAS		DIESELS/ KEROSENE		BURNER FUELS		LUBES		FSII
TEST PROPERTIES	**B**	**C**	**B**	**C**	**B**	**C**	**B**	**C**	**B**	**C**	**B**	**C**	**C**
Appearance	*	*	*	*	*	*	*	*			*	*	*****
Particulate content	*		*								*		
Filtration Time			*										
Color	*	*	*	*	*	*	*	*			*	*	
Density ***or*** API Gravity or Specific Gravity	*	*	*	*	*	*	*	*	*	*	*	*	*
Distillation	*		*		*		*						
Corrosion, Copper Strip	*		*		*								
Existent Gum	*		*		*								
Carbon Residue							*		*				
Lean or Rich Ratings	*												
Reid Vapor Pressure	*		*		*								
Water Reaction			*										
Lead Content	*												
Freeze Point			*										
Flash Point			*	*			*****	*	*	*	*	*	
FSII Content			*										
Microseparometer			*										
Conductivity			*										
Sediment & Water									*	*			
Viscosity									*		*	*	
Water Content									*		*	*	*
Foam Test											*	*(1)	

***** THE PROCEDURE TO BE USED FOR CONDUCTING THESE TESTS WILL BE AS STATED IN THE APPROPRIATE PRODUCT SPECIFICATION AND/OR CONTRACT.

(1) Only ASTM D 892 sequences 1 and 2 will be performed.

M24.01 EVALUATION OF OFFERS INVOLVING F.O.B TANKER LOADING (JP4/JP5/JP8/F76/DFA/FS2/MOGAS) (DESC JUL 1999)

(a) Transportation will be considered in the evaluation of all origin offers unless the solicitation specifically indicates otherwise in the Schedule. The transportation to be used in evaluation will be based on the actual average daily fixed cost plus a composite of estimated variable costs for the vessels of the Military Sealift Command (MSC) controlled fleet. The rates will be those in effect on the due date for receipt of initial offers.

(b) In the event an offeror limits his offer to individual tanker loadings of less than 235,000 barrels of product for one or more combinations of product, the offer will be evaluated on the basis of total vessel cost prorated over maximum quantity of product offered.

(c) Notwithstanding the provisions of paragraph (c) of the TANKER/OCEAN-GOING BARGE DEMURRAGE AND LOADING CONDITIONS clause, offers containing provisions for tankers with a loaded draft of less than 36 feet will be considered for award. Offers containing such limitations will be considered, for evaluation purposes, under the procedures set forth in paragraph (b) above.

(d) The following destinations will be evaluated on fully loaded vessels over 30,000 DWT:

FOR JP8

DFSP CHARLESTON, SC
DFSP YORKTOWN, VA

FOR JP5

DFSP JACKSONVILLE, FL
DFSP CRANEY ISLAND, VA
DFSP ROOSEVELT ROADS, PR

FOR F76

DFSP JACKSONVILLE, FL
DFSP CRANEY ISLAND, VA
DFSP ROOSEVELT ROADS, PR

(2) The following destination due to draft limitations or delivery restrictions cannot receive fully loaded vessels over 30,000 DWT and will be evaluated on a two-port discharge assuming that the listed destinations are the furthest ports:

FOR JP8

DFSP PT TAMPA, FL
DFSP PORT EVERGLADES, FL
DFSP PORTLAND, ME
DFSP CARTERET, NJ

FOR JP5

KEY WEST PL CO, FL
DFSP GUANTANAMO CUBA
DFSP CARTERET, NJ

FOR F76

DFSP GUANTANAMO CUBA
DFSP CARTERET, NJ

FOR MUM

DFSP GUANTANAMO CUBA

(DESC 52.247-9F10)